

# Die China-Journal.

Established February, 1845.

VOL. XLIV. No. 7097.

號四十月四年八十八百八千一英

HONGKONG, TUESDAY, APRIL 24, 1888.

日四十月三年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & CO., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C.—BATES, HENDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C.

PARIS AND EUROPE.—ANEURIN PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEATTIE & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

CEYLON.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYLOR & CO., Square, Singapore. C. HENNESSY & CO., Manila.

CHINA.—MACAO, F. A. DE CRUZ, Socio, JURGEN & CO., Amoy, N. MOALLE, Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama. LANE, CRAWFORD & CO., and KELLY & CO.

## Intimations.

### NOTICE TO MARINERS.

No. 11 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTHERN ENTRANCE TO THE YANGTZE.

A SURVEY of a Section of the SOUTHERN ENTRANCE TO THE YANGTZE extending about 16 miles outwards from the Small Kiu-to Beacon, which was completed on the 7th Instant, shows that a Middle Ground has been formed with a width of from  $\frac{1}{2}$  to  $\frac{1}{3}$  of a mile and having from 6 to 18 fms. of water at low water, stretching nearly 7 miles in a South-easterly direction from a point N. 84° E., distant 2  $\frac{1}{2}$  miles from the Kiu-to Beacon, and that the channel to the North-eastern end of the Middle Ground is at present wider, deeper, and more direct than the one on its South-western side.

Notice is hereby given, therefore, that on or about the 29th Instant, the present Blokhouse Shoal Buoy will be removed off the South-western edge of Blokhouse Shoal, about 3  $\frac{1}{2}$  miles N. 71° E. from the Kiu-to Beacon, and 1  $\frac{1}{2}$  miles N. 34° E. from her present position; and the Middle Ground will be marked by two red and black vertically-striped buoys—the one on its outer or South-eastern end carrying a diamond-shaped cage and the one on its inner end a triangular cage.

Where the above changes have been made, Vessels entering by the Northern Channel should, in order to make a mid-channel course, keep the Tungtao Lightship bearing S. 55° E. till she is 8 miles distant, and then steer to make a course N. 56° W., passing about 2 cables to the South-westward of the Kiu-to Beacon.

After passing the Kiu-to as directed, a vessel may steer to make a course N. 56° W. till the Small Kiu-to Beacon bears S.W.

The least depth found on the above courses was 21 feet—in the channel between Blokhouse Shoal and the Middle Ground.

All bearings and courses given are magnetic, and the depths are for low water spring tides.

A. M. BISSEE,  
Coast Inspector.

Imperial Maritime Customs,  
Coast Inspector's Office,

Shanghai, 14th April, 1888. 440

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

THE Company is prepared to TRANSHIP CARGO from its GODOWNS at Kowloon or West Point to any STEAMER in the harbour, and to BRING CARGO across from Kowloon to any place on the Frays, at the usual rates.

By Order, ISAAC HUGHES,  
Secretary.

Hongkong, April 20, 1888. 645

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE is hereby given that all VESSELS DISCHARGING BOMBAY COTTON AND COTTON YARN AT THE KOWLOON WHARF will have FREE STORAGE for 14 days from arrival, after which a Rent of 3 CENTS per bale per month will be Charged.

ISAAC HUGHES,  
Secretary.

Hongkong, November 7, 1887. 2148

REGULATIONS OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, Business hours on week-days, 10 to 3½ Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more of their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their duly balanced accounts.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Book Business is forwarded free to the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION.

T. JACKSON,  
Chief Manager.

Hongkong, September 1, 1888. 754

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$9,000,000  
RESERVE LIABILITY OF PROPTORS.....\$7,500,000

COURT OF DIRECTORS.

Chairman—Hon. JOHN BELL INYING.

Deputy Chairman—W. H. FORBES, Esq.

C. D. BOTTOMLEY, Hon. A. P. McEWAN, Esq.

S. C. MICHAELSEN, Esq.

W. G. BRODIE, Esq.

E. L. DALMUYL, J. S. MOSES, Esq.

H. L. POZENKOW, Esq.

H. HOPFUS, Esq.

E. A. SOLOMON, Esq.

B. LAYTON, Esq.

CHIEF MANAGER.

Hongkong,...THOMAS JACKSON, Esq.

MANAGER.

Shanghai,...EVAN CAMERON, Esq.

London BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

(1) Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—

For 3 months, 2 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 6 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Hongkong, January 25, 1888. 363

## NOTICES OF FIRMS.

### NOTICE.

M. R. GEORGE DIXWELL FEARON was admitted a PARTNER in our Firm on the 1st January, 1888.

DEACON & Co.

Canton, 2nd April, 1888. 1458

### NOTICE.

M. R. M. GROTE has THIS DAY been Admitted a PARTNER in our Firm.

CHATER & VERNON.

Hongkong, January 15, 1888.

### NOTICE.

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the China Review, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, 8/-—at MEARS, LANE, CRAWFORD & CO., and Messrs. KELLY & WATTS, LIMITED, Hongkong; also, Mr. N. MOALE, Amoy.

Hongkong, March 8, 1888. 363

INTIMATIONS.

NOTICE TO MARINERS.

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Hongkong, April 20, 1888. 645

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Secretary.

Hongkong, November 7, 1887. 2148

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T. JACKSON,  
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Hongkong, September 1, 1888. 754

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H. HOPFUS, Esq.

E. A. SOLOMON, Esq.

B. LAYTON, Esq.

CHIEF MANAGER.

Hongkong,...THOMAS JACKSON, Esq.

## Notices to Consignees.

## UNION LINE.

NOTICE TO CONSIGNEES.  
FROM ANTWERP, HAMBURG,  
PENANG AND SINGAPORE.

THE Steamship *Frisia*, Captain Wirth, having arrived from the above Ports, Consignees of cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at Kowloon and cargo impeded her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional cargo will be forwarded on to SHANGAI, unless notice to the contrary be given before noon TUE-DAY, the 23rd inst.

All claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognised.

RUSSELL & CO.,  
Agents.

Hongkong, April 23, 1888.

## NOT SOLD.

## FOR SALE.

JULES MUMM & CO.,  
CHAMPAIGNE.  
Quarts ..... \$20 per Case of 1 doz.  
Pints ..... \$21 ..... 2

Dubos Frères & de Geron & Co.'s  
BORDEAUX CLARETS AND  
WHITE WINES.  
Baxter's Celebrated "Barley Bree"  
WHISKY, - \$7 per Case of 1 doz.  
GIBB, LIVINGSTON & CO.  
Hongkong, July 18, 1888.

BALL PROGRAMMES  
FOR SALE.  
IN NEW SHAPES AND PATTERNS.

CHINA MAIL OFFICE,  
2, WYNDHAM STREET.  
January 20, 1888.

## FOR SALE.

A COMPLETE REPRINT, in Pamphlet  
A Form, of the proceedings in the  
Recent Libel Case of  
REGINA V. PITMAN,  
containing the whole of the Proceedings at  
the Police Court, full report of the trial in  
Criminal Sessions, with connected Correspondence and comments of the Press.

To which is now added a Report of the  
Case of  
PITMAN V. KESWICK  
AND OTHERS.

Price per Copy, - 50 CENTS.  
China Mail Office.

## NOW READY.

PRICE, \$1.00.  
DISPARATIVE CHINESE FAMILY LAW

BY E. H. PARKER.  
Can be obtained from KELLY & WALSH  
at Shanghai and Hongkong, at LANE  
CRAWFORD & CO., Hongkong, and at the  
China Mail Office.

## INSURANCES.

## NOTICE.

THE MAN ON INSURANCE COMPANY  
(LIMITED).

CAPITAL SUBSCRIBED.....\$1,000,000.

THE above Company is prepared to accept MARINE RISKS at Current Rates on Goods, &c. Policies granted to all parts of the World payable at any of its Agencies.

WOOLI YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.  
Hongkong, December 2, 1887.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF  
His Majesty King George The First,  
A. D. 1720.

THE Undersigned having been appointed  
Agent for the above Corporation are  
prepared to grant Insurances as follows:-

## Marine Department.

Policies at current rates, payable either  
here, in London, or at the principal Ports  
of India, China and Australia.

## Fire Department.

Policies issued for long or short periods at  
current rates.

## Life Department.

Policies issued for sums not exceeding  
\$5,000 at reduced rates.

## HOLLIDAY, WISE &amp; CO.

Hongkong, July 25, 1887.

## QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, AGENTS for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

NORTON & CO.,  
Agents.

Hongkong, July 15, 1887.

## GILMAN &amp; CO.

Hongkong, January 1, 1882.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:-

ALL Rows, Hawaiian brig, Captain J.  
Phillips—Wiesler & Co.

B. P. CHENEY, American ship, Captain  
Hughes—Douglas, Laprak & Co.

CENTENNIAL, American ship, Captain I.  
M. BEERS—Russell & Co.

## To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOY AND TAMSUL.

The Co.'s Steamship  
*Fokian*.

Captain Roach, will be  
dispatched for the above  
Ports TO-MORROW, the 25th instant, at  
noon.

For Freight or Passage, apply to  
DOUGLAS LAPRAK & CO.,  
General Managers.

Hongkong, April 24, 1888.

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INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR SHANGAI.

Taking Passengers and Cargo through  
to CHEFOO, TIENSIN, NEW  
CHWANG, HANKOW and Ports on  
the YANGTZE.

The Co.'s Steamship  
*Fokian*.

Captain Hoach, will be  
dispatched for above on  
THURSDAY, the 26th instant, at 4 p.m.

For Freight or Passage, apply to  
JARDINE, MATTHESON & CO.,  
General Managers.

Hongkong, April 24, 1888.

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INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

## FOR TIENSIN.

The Co.'s Steamship  
*King*.

Captain Sellier, will be  
dispatched as above on  
about the 30th instant.

For Freight or Passage, apply to  
JARDINE, MATTHESON & CO.,  
General Managers.

Hongkong, April 24, 1888.

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BALL PROGRAMMES  
FOR SALE.

## IN NEW SHAPES AND PATTERNS.

## CHINA MAIL OFFICE,

2, WYNDHAM STREET.

January 20, 1888.

## FOR SALE.

## SHIPPING.

## ARRIVALS.

April 23, 1888.

Ocean, French steamer, 2,300, J. M.  
Guindal, Shanghai April 21. Mails and  
General.—MESSAGERS MARITIMES.

Espoir, British gumbot, from Canton.

April 24.—

Russia, Russian steamer, 1,813, R. Strensky,  
Odessa March 24, 2 p.m. General.—

Venice, British steamer, 1,609, F. Cole,  
Shanghai April 21. Mails and General.—

Hai-ping, British steamer, 1,122, Harris,  
Hongkong, April 24. 665

## GOVERNMENT NOTIFICATION.

No. 171.

INFORMATION has been Received from

Her Britannic Majesty's Consul at San Francisco that ALL VESSELS arriving

there from Hongkong will be placed in QUARANTINE for FORTNIGHT DAYS.

By Command,

FREDERICK STEWART,  
Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,  
Hongkong, 24th April, 1888.

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## DEPARTED.

Per *J. Lay*, for Touron, 9 Chinese.

Per *Russia*, for Nagasaki, 32 Europeans.

Per *Halas*, for Coast Ports, 300 Chinese.

Per *Phra Chula Chom Kao*, for Swatow, 1 European, and 200 Chinese.

Per *Orius*, for Hongkong : from Yoko-

hama, Mr Grillo and infant; from Shang-

hai, Mr L. C. do Rosario, M<sup>r</sup> and Mrs

Jantim and infant, and 3 Chinese. From

Shanghai : for Saigon, Mr Lebarte; for

Alexandria, Mr C. Delmastro and infant;

for Marseilles, Messrs Borgioi and Gui-

erier. From Kobe : for Marseilles, Mr

Rouard. From Venetia, from Shanghai :

for Hongkong, Mr Hartman and native servant, Mr

E. Burne, and 5 Chinese ; for Bombay, Mr

S. Raphael.

Per *Russia*, from Odessa, 36 Europeans.

Per *Achiles*, from Singapore, 36 Chinese.

Per *Halas*, 16 women, and 21 children.

Per *Tritya*, from Saigon, 62 Chinese.

Per *Taujor*, for Hongkong : from Bom-

bay, Mr F. P. Patel ; from Singapore, Mr

J. E. Ooshah and servant, Mr M.

Froderick, and 114 Chinese. For Shang-

hai : for Bombay, Major Hammond. For

Yokohama : from Bombay, Lieut.-General

Dillon, Mr McLeod Cameron ; from Madras,

Rev. Father Black.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the office until 6 p.m. same day ; all Parcel Packages shall be marked and address in full ; value of same to be estimated.

Commercial Invoices to accompany cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, April 24, 1888.

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## SHARE LIST.—QUOTATIONS.

APRIL 24, 1888.

Stocks. Nos. of Shares. Value. Paid up. Position per share. Reserve. Balance forward. Last Dividends. Closing Quotations, Cash.

BANKS.

Hongkong and Shanghai Bank Corp. 60,000 \$ 1. all \$ 3,900,000 \$ 20,935.51 at working a/c.

30/ for 1 year to Dec 31/87 \$154 0% prem.

INSURANCES.

North-China Insurance Co., Ltd. 5,000 £ 2. all £ 100,000 £ 106,132.00

Tis 23.65 for 1888 £ 200, buyers

Yangtze Insurance Co., Ltd. 8,000 £ 2. all £ 50,000 £ 30,697.67 for 1886 £ 108, sellers

Union Insurance Co., Ltd. 10,000 £ 2. all £ 67,500 £ 31,412.00 for 1886 £ 86, sellers

China Traders' Insurance Co., Ltd. 24,000 £ 2.50 25. £ 64,000 £ 24,204.04 for 1887 £ 108, sellers

Canary Insurance Office Co., Ltd. 10,000 £ 2.50 25. £ 23,000 £ 423,307.96 for 1887 £ 174, sellers

Chines Insurance Co., Limited. 1,500 £ 1.00 2.50 24. £ 1,000 £ 28,715.00 for 1886 £ 180, mm.

Hongkong Fire Insurance Co., Ltd. 20,000 £ 2.50 25. £ 10,000 £ 60,000 £ 31,971.07 for 1886 £ 7

The postponed portion of the Fire Brigade Inspection programme was finished this afternoon. There were several races for Chinese and one flat race (100 yards) for Europeans in which the prize-winners were—1st, Fireman Macaulay; 2nd, Fireman Moffat; 3rd, Assistant engine-driver Hall. In a competition for measuring distance in running cuts hose-pipe Engine-driver James was first, Senior-foreman Kemp second and Fireman Simmonds third. In conclusion the pumping power of one of the engines was tested (No. 5) and a stream of water from the harbour was sent some twenty or thirty feet above the apex of the podium at the back of the City Hall. On being brought to play on the Bank Buildings adjoining the Hall, the firemen were able to drench the flag surmounting the smaller dome of the building.

We received a deputation to-day from the Gun Lascars, who feel themselves aggrieved about the way the tug of war between their team and the team of Sikh Policemen was conducted yesterday afternoon. The rules laid down distinctly state that no sitting down and no spikes were allowed. Whence pulling has begun it is difficult to resist the tendency to sit down, but the Lascars say that their Havillars kept them from sitting down, while the Sikhs were practically allowed to sit unseated. The result was that the hitherto unbeaten Lascars were defeated. They say that they have complained to headquarters, but are told that the Sikhs cannot be forced to pull over again. There is another sore point ranking in the breast of the sturdy Gun Lascars. One of their number, a man of muscle, has been panting during the last three or four weeks to lay prostrate any man who is willing to wrestle with him. He has not yet found a man worthy of his embrace, and he implores us to make known his challenge to the world. There is still another doughty chieftain among the ranks of our coloured defenders, Tahil Singh by name. This local Samson delves the world, or at least the Hongkong world, to tos about, after the manner he does, a hump club or blood of iron and wood weighing 250 lbs. We felt a little sympathy with the weighty deputation that called upon us, and as we did not relish the idea of stepping into the arena with them ourselves, we promised to make their challenges and their grievances known to all Hongkong.

The strike of cargo-boat people, although showing signs of wavering, has not yet collapsed. Its termination, however, is hourly looked for. There is in fact every indication that the strikers have had enough of idleness and its consequent discontents. Those reserves which they depended on to carry them over the period of no work appear to be pretty nearly if not altogether exhausted. Already there is a rumour that a section of the men have intimated their willingness to give in, and are only waiting to assure themselves of a general movement in that direction. Yesterday a petition was transmitted to the Government in the name of the strikers, in which they requested simply that the rule with respect to photographing should not be enforced. No reasons were stated for the request; but this is not surprising, because it had never yet been made clear by the strikers that they have any reasons for objecting to this practice. At all events the petition merely contained the bare request with respect to which no reply has as yet been given. We understand that on Saturday the Nan Pek Hong Merchants and charterers sent a memorial to the Governor through the Registrar General, calling His Excellency's attention to the inconvenience caused to them by the strike, and asking that some measure might be given them in procuring the means for removing cargo. In reply to this, we believe, the Registrar General was authorized to inform the memorialists that their communication had been duly noted. The strikers have been giving very little trouble to the Police here, and they are being pretty well looked after by the native officials of Chinese territory. A number of them have, we believe, taken advantage of the strike to make a run home to Chinatown! their ancestors.

The Shanghai Mercury says:—An occasional correspondent writing from Chinakiang, yesterday, day, says:—It is rumoured here that Mr. E. L. Oxenham, H.B.M.'s Consul of our part, will take the place of Mr. George Jamison, Assistant Judge of H.B.M.'s Supreme Court. The community sincerely trust that there is no truth in this report, as his vacancy will be most difficult to fill.

It would have been interesting to see the expression on the Viceroy Li Hungchang's face, when he pointed the paragraph in his Report to the Throne in his review of the troops at Peking, in reference to the old regulars. He gravely reports that these fossils "performed their evolution in good style, their volleys fired with gongs or fowling-pieces, sounded well together, except per cent, or more of their arrows hit the target, and their sword and buckler drill was creditable."—N.C. Daily News.

The N.C. Daily News of the 19th inst. says:—The police are doing their best to rid the Settlements of the foreign loafers, who from time to time make calls upon residents at the houses and ask for money. On Wednesday, one of these men, a Bulgarian, was taken to the Mixed Court and sentenced to five days' imprisonment, and another, a Dane, was ordered to be locked up for ten days. Both these men had been received from the American ship "Pactolus," their charges being marked not entitled to relief. Neither the Russian nor the Danish Consulate would recognize them.

The following telegram respecting the movements of Mr. Blaine, who it was stated some time since would visit the East on his way back to America, is taken from a Californian paper received by the last mail.—London, March 10th.—James C. Blaine, in a private letter written from Florence to a London friend, states he will visit London in May and reach New York about the end of June. His return to America, he says, has no political significance whatever; he will, under no circumstances, personally participate in the coming Presidential canvass.

The N.C. Daily News says:—We learn that the Chinese authorities have arrested two of the ringleaders in the late Wharf Riot on the French Concession, and they are to be tried by the District Magistrate.

## CORRESPONDENCE.

## CREAM V. SKIMMED MILK.

To the Editor of the 'CHINA MAIL.'

—April 24, 1888.

Sir,—The clever and vivacious writer on the subject of 'Milk Diet in the Far East' has afforded the Directors of the Dairy Farm an agreeable change from the complaints of 'half water' sometimes heard. May I take advantage of your columns to assure him that the Farm does not own a single buffalo, and that the milk delivered to customers is cow's milk pure and simple, whether containing 17 per cent. of cream or not. Also, that the Farm already possesses a first-rate separator, with an engine to drive it. And further, that skimmed milk can be had from the Farm at something like half the price charged for fluid when sold plain by the 'fat globules.' Every one to his taste, say I, and if the remarks of your contributor brings the Farm customers to his skimmed milk, he will have done it a service.—Faithfully yours,

J. B. C.

[J. B. C., like many others, adheres to the traditional and time-honoured notion that the cream so rudely vilified by our Contributor as 'blubber' is better than skimmed milk. One sometimes begins to think that the march of Science will long succeed in proving that black is white. It is, however, consoling, amid the general wreck of our pet traditions, to know that the Dairy Farm at least takes a practical view of the situation, by charging twice as much for the blubber-laden milk as it does for the sky-blue, skimmed product. This is reassuring, and the shareholders in the Dairy Company will, I trust, make up in sales of butter and cheese for what they are likely to lose, when the community get converted to the skimmed-milk theory.—ED. C.M.]

## THE DISGRACED MAIL ARRANGEMENTS.

To the Editor of the 'CHINA MAIL.'

—April 24, 1888.

Sir,—I wonder how long the suffering community will tolerate the treatment imposed on them by the Postmaster-General. The thing is scandalous.—What in the world necessity is there for the Post Office officials demanding that letters and newspapers should be posted thirteen hours before payment of 10 per cent. as aforesaid, when the same shall be applied to the payment of a Bonus or Bonus to each Shareholder who has contributed or influenced business to the Company, and or to the establishment and maintenance of a Fund to be called the Reserve Fund, and or to any other purposes, as may be determined by the Company in General Meeting?

His Worship said he would give his decision on Thursday.

## A FEARFUL CONFLAGRATION IN PEKING.

To the Editor of the 'CHINA MAIL.'

—April 24, 1888.

Sir,—I wonder how long the suffering

community will tolerate the treatment im-

posed on them by the Postmaster-General.

The thing is scandalous.—What in the world

necessity is there for the Post Office officials

demanding that letters and newspapers

should be posted thirteen hours before

the mail leaves? Yet this is what happens in the case of the English mail. The steamer leaves at daylight—say at 6 a.m., and our letters and papers have to be posted at 5 p.m. on the day previous. At Shanghai, when the mail leaves at daylight, letters and papers may be posted up to 10 p.m. Why the same rule should not prevail here, I do not know. I suppose the officials here have become so utterly demoralized by over-indulgence that the thought of working a few extra hours at night appears to them akin to martyrdom. I do not care, however, who is to blame—this scandalous treatment of the community ought to be stopped at once. Fortunately in the present case the French mail leaves the day after the English mail, and the majority of residents will doubtless avail themselves of the opportunity of sending their correspondence by it, as letters are received without extra charge till within an hour of the departure of the steamer. I must say that the arrangements with regard to the English mail seem devised by that master of fads and fancies and particularities (the Hon. the Colonial Treasurer and Postmaster-General) with a view to making residents pay an extra 10 cents for their letters. For whole four hours this iniquitous extra tax on correspondence is levied. Such procedure would not be tolerated at any other place. I observe that during the summer months there are only four days of difference between the departure of the English and the following French mail. If the English steamers continue to arrive so as to leave less than 24 hours stay in Hongkong and the present postal arrangement exists, the result will be that residents will delay their correspondence till the French mail, which generally goes Home quicker than the English mail, and we will be reduced practically to one mail per fortnight—the French mail, and as far as Hongkong mails from Hongkong are concerned, the big subsidy to the P. &amp; O. Company might as well be thrown into the sea for all the good we will derive from their steamers touching here. Surely the Chamber of Commerce ought to move in this matter.—Yours,

## MERCHANT.

## GAOL TURNKEY CHARGED WITH ASSAULTING A PRISONER.

In the Police Court this morning, before Mr. Wodehouse, an assistant turnkey in Victoria Gaol, named Davis, was charged, at the instance of General Gordon, Superintendent of the Gaol, with assaulting a prisoner.

The prisoner in question (No. 363) said—

On Sunday, the 22nd inst., in the forenoon, I was sitting in the lower yard of the prison

doing nothing. The defendant, who is a turnkey, was walking about in the yard.

I don't know whether he was on duty or not. There was a body of prisoners in the yard. I saw him beat about ten of them.

When he came to me he pushed me down on the ground and kicked me on the ribs.

He also beat me on the chest and other parts of my body. He then dragged me to the head turnkey, who saw him give me two or three blows on the head with his fist. I became sick afterwards. There were no marks on my body, but I felt pain.

Mr. Jones, the warden of the Gaol, said—

About noon on Sunday I was in the corridor of the second floor of the Gaol when I heard a great noise as if some person was being assaulted. I went quickly down and saw Number 363 held by Davis, who dragged him in a very violent manner to the ground by his jacket or his queue—I could not say which. I saw Davis give the man a very violent blow on the back. I went up and took the man from Davis, who was very reluctant to let him go. I then sent Davis to his quarters. Davis was under the influence of liquor at the time. I put Number 363 back to the hall, and on being informed afterwards that he was vomiting I ordered him to be sent to Hospital.

Charles Weston, assistant turnkey, said—

A little after twelve o'clock on Sunday I

was going through the hall on the ground floor. I saw Davis strike Number 363 with his fist about the ribs. I saw him strike the man several times. He struck hard and seemed excited. Number 363 was saying, 'Let me alone; don't hit me,' and was struggling but not offering resistance.

Mr. Jones then came along and took the man away from Davis. I did not see Davis kick him at all; I saw him strike with his fist.

The manager was unable to proceed to

the mines to take charge as he ex-

pected, as there were many delays and dif-

ficulties about money, and for some mon-

ths he was not able to procure the funds to pay

for the necessary stamp-mill. But at

length, in April, he made a start accompanied by the mining expert, who had arrived from England.

The accountant, who had gone to the mines as soon as he was engaged, so as to get masters into preliminary order, found himself soon after his arrival encompassed with troubles. The director was at Chi-nan-fu, and affairs were directed by a numerous and unworthy gang of relatives, who for their own ends, and to screen their past doings, made every effort to frustrate all endeavour to place the organization on a sound financial basis. The south mine had been in work for some months, and it is certain a considerable amount of gold had been extracted from it, but no traces were obtainable of the gains, and the unfortunate workmen had not received pay for about six months.

On the manager's arrival later, he tried to make an orderly and clear beginning, but so many hindrances were raised that it was found necessary, though he sought hard to maintain at all costs amicable relations with the Chinese relatives of the Tactai, to lay a complaint before Li-taung-tai, then at Choo-fu.

It was not until July, 1886, that work was really commenced, and for some months, in fact until the end of the year, things seemed likely to go on more smoothly. Money was provided at fairly regular intervals, but about one-quarter of each sum which reached the mines invariably disappeared. One of the director's sons was appointed treasurer, by his father's orders, and had charge of the chest. On the other hand, the deposit account in Shanghai was never fed regularly, and the manager had on several occasions to advance his own funds to pay for expenses, without which the work at the mine must stop; so that when he threw up his post the mine owed him over Tls. 12,000. He, finally, lost the interest, and in addition to his loss, Tls. 1,200 of actual cash outlay. Being sick of the business, he submitted to the loss to be free from further worry and humiliation. Final accounts were rendered in May, 1887, but his claim was not settled until five months after.

With this year 1887 serious troubles began. Funds were not forthcoming, and in May three months' wages were due to the workmen for that year. In all, with previous arrears, some ten months' pay was due to the men. As remonstrance against the cruel wrong—and the men were next to starving—had to be made, the Tactai's relatives, a large gang, became very hostile. The American mechanician who was engaged to erect the stamp mill, and who played the part of Jacob the supplanter, egged on the Chinese staff, and as matters became worse and worse, finally, the European staff resigned and departed.

In the ten months from July, 1886, to April, 1887, work had been carried on at the Lao-kung or South mine, the Shih-Ts'han or Hill mine (the latter really a portion of the former), and ultimately connected with it by a level), the Tso-who-tien mine, distant two miles (the lode running from the South mine in this direction), and the Nan-erh-tien mine, about five miles away. Besides these, in regular work, several prospecting shafts had been sunk in different places, but none were found to be worth working.

The stamp mill was in running order in April, 1887, and 3,000 tons of quartz were then stacked ready for it, no crushing having been done before. The only stuff found to be remunerative was from the Lao-kung, of which there was about 1,000 tons, yielding an average of 14 oz. per ton of fine gold, and which ought to have yielded, including concentrates, about Tls. 35,000. The actual result is not known; probably, as far as the treasury was concerned, it did not reach one-half the amount named. From the middle of April to beginning of May inferior ore only was put through the mill, the results obtained being too insignificant to mention.

In May, 1887, the manager and his associates were refused the control of the mill, the director, evidently acting by the advice of the mechanic who had returned to California in the beginning of the month, placing this department in the hands of his relatives. At once the good miners, and as there were no more buildings than it was possible to erect, the Chinese managers had but little training, and no knowledge whatever of the delicate contrivances, which must be managed with intelligence and care.

Various samples were obtained from the debris washed into the river, and the assays made proved a daily loss of about fifty per cent.

The Two-wha-tien and Nan-erh-tien mines were not worth working, in fact were worked at a dead loss. The director was strongly advised to abandon these mines and to permit the flames spread with fearful rapidity, enveloping the Tai-lai ten-storey, the Ten-tai tobacco shop, Watson & Co.'s dispensary, the Ping-lin Tung drug store, and a large number of other shops, among which were a clothing store, a clock and watch store, a wine-store, and several restaurants. On the north side the fire destroyed quite a number of buildings, including two butchers' shops. Toward the east the fire spread from the Kwan Yiu inn, the only way up to the Tai-lai Ho dispensary, with terrible power of destruction, and as there were no more buildings than it was possible to erect, the Chinese managers had but little training, and no knowledge whatever of the delicate contrivances, which must be managed with intelligence and care.

The conclusion we draw from the Indian news is that a competent foreign mining engineer and an metallurgist cannot do his duty properly in such circumstances as have been related. He has to encounter the numerous relatives of the director, all ignorant, all incompetent, and all bent on plunder; able also, by fact of relationship, to plunder with impunity. The workmen are robbed and oppressed, and there is always the danger that they may in their desperation and misery turn on their oppressors and murder them; there are no official records; there are no regular or trustworthy accounts; and, for many reasons, mostly having their origin in innate corruption, it is, and until full powers are given to the Chinese, impossible to work a mine, even if really rich, with any satisfactory or honest result.

The memoranda we possess contain various confirmatory details and explanations, but the record we now give will suffice for our purpose. Possibly, if our comments should come before the high Chinese officials, some initial steps may be taken in consequence to rectify the scandalous abuses of the existing system, even if only to secure some measure of justice for the unpaid labourers, who, at any time, may become nuclei for dangerous disturbances.

In the autumn of 1886 a very able English mining engineer, and metallurgist, who had had much experience in mining gold and silver, took over the management of the Amur valley and other parts of Manchuria, a few notes on the processes of mining and administration of mines as carried on by Chinese officials will be interesting and opportune.

We have received much authentic information about the Ping-tung gold-mines in Shantung from an intelligent foreign observer, and as the notes describe the way in which a mine may be made valuable, the facts will be useful to engineers.

If the rich mines of Manchuria are to be worked at a profit a thorough change of shareholders will lose the money they invested, and in the end, the Imperial Government will be involved in various unprofitable and embarrassing questions.

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SHIPPING IN CHINA, JAPAN,  
PHILIPPINES, AND SEAM  
WATERS.

## WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Fookang	Brit. bge.	Shanghai
Fushun	Chi. str.	Shanghai
Yangtze	Ger. str.	

## AMOY.

In port on April 13, 1888.	
Ashore	Brit. bge.
Chateaubriand	Brit. bge.
Galveston	Ger. bge.
Lock Eck	Brit. sh.
Mary Stewart	Brit. bge.

## FOOCHOW.

In port on April 7, 1888.	
Alwin Seyd	German
Haitan	British

MECHANT SAILING VESSELS.	
Satsuma	Brit. bge.

## SHANGHAI.

In port on April 12, 1888.	
Dencalion	British
El Dorado	British
Glenagle	British
Hydaeps	British
Kiang-foo	Chinese
Kiang-piau	Chinese
Kiang-yi	Chinese
Kuling	British
Kung-wo	British
Natal	French
Venetia	British
Y'hama Maru	Japanese

MECHANT STEAMERS.	
Rero	British
Takao	Today
Hamburg	Today
Marsella, &c.	20th inst.
Singapore	To-morrow
Vladivostock	To-day
Europe, &c.	To-day
Amoy & Manila	To-morrow

MECHANT SAILING VESSELS.	
Alex. Yeats	Brit. sh.
Eclipse	Amer. ab.
Matilda	Amer. bge.
Wm. Le L'hour	Brit. bge.

## TIENSIN.

In port on April 7, 1888.	
Canton	British
El Dorado	British
Ha-ssan	Chinese
Tamau	British

MECHANT SAILING VESSELS.	
Elae	Ger. bge.
Hedwig	Brit. bge.
Sofie	Span. sch.

## NAGASAKI.

In port on April 4, 1888.	
Elo	Ger. bg.
Kozai Maru	Japan. bge.
Polar Star	Rus. sch.

## KOBE.

In port on April 7, 1888.	
Agenor	Amer. sh.
G. Donville	Brit. sh.
Sunbeam	Amer. bge.
Yorktown	Amer. sh.

## YOKOHAMA.

In port on April 7, 1888.	
A. Otriz	Amer. bge.
Arctic	Amer. sch.
Beatrice	Brit. sch.
Diana	Amer. sch.
E. Spence	Brit. bge.
J. & Winthrop	Amer. bge.
Nemo	Brit. sch.
Rose	Brit. sch.
Thomas Perry	Brit. bge.

## MANILA.

In port on April 10, 1888.	
Altona	Gen. sch.
Austrians	Brit. sh. New York
Credmoor	Amer. sh.
Drumeltan	Brit. sh. San Francisco
Ed. May	Amer. bge.
E. Marie	Norw. bge.
Elizabeth	Ger. bge.
Enrique	Span. bge.
Francis	Am. sh.
Hecatnooga	Brit. sh.
Hedwig	Brit. bge.
Hera	Brit. sh. San Francisco
L. Linne	Brit. sh.
Manuel	Span. bge.
Mary A. Troop	Brit. bge.
Mary L. Stone	Amer. sh. New York
M. Filozi	Brit. sh.
Naporo	Brit. sh. New York
Normad	Amer. bge.
Obad Baxter	Amer. bge.
Xenia	Amer. bge.

## HAIPHONG.

In port on April 8, 1888.	
ARETHUSE	French
Canton	French
Chins	German

## BANGKOK.

In port on March 18, 1888.	
Bogliasco	Ital. bge.
Bua Ban	Siam. bge.
Chateaubriand	Brit. bge.
Charon Watana	Siam. bge.
Dorothy	Brit. bge.
Eagle	Brit. bge.
Long Hin	Siam. bge.

Printed and published by GREG. MURRAY B.M., at the China Mail Office, No. 2, Wyndham Street, Hongkong.
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## Mails.



## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID, MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MASSILLE, AND PORTS OF  
BRAZIL, AND LA PLATA;  
ALSO, BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLE,  
TRISTE, HAMBURG, NEW YORK,  
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
VENETIA, Captain F. C. Con, with  
Her Majesty's Mail, will be despatched  
from this for BOMBAY on WEDNESDAY,  
20th April, at Daylight.

Cargo will be received on board until  
4 p.m. on the day before sailing.

Tele. Silk and Valuables for Europe will  
be transhipped at Colombo; General Cargo  
at Bombay, arriving one week later than  
by the direct route Colombo.

For further Particulars regarding  
FREIGHT and PASSAGE, apply to  
THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shipper's are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, April 12, 1888. 601

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
TRISTE, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIK PORTS;

ALSO,

London, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

The COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

On WEDNESDAY, the 9th day of May,  
1888, at 4 p.m., the Company's  
Steamship BAYERN, Capt. R. SANDER,  
with MAILED, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at GENOA.

Shipping Orders will be granted till  
Noon, Cargo will be received on board until  
4 p.m., Specie and Parcels until 3 p.m.,  
but it is deemed of special importance that  
a weekly budget of news should be prepared,  
it was decided to